

REPORT / RECOMMENDATION



To: MAYOR AND COUNCIL

Agenda Item #: IV. E.

From: Mark K. Nolan, AICP, Transportation Planner

Action ☒

Discussion ☐

Date: May 20, 2014

Information ☐

Subject: Review and Approve Traffic Safety Committee Report of April 2, 2014

Action Requested:

Review and approve the Traffic Safety Committee Report of April 2, 2014.

Information / Background:

The Edina Transportation Commission (ETC) reviewed the April 2, 2014 Traffic Safety Committee Report at their April 17 meeting and moved to forward the report to the City Council for approval; see attached draft minutes.

Attachments:

- Traffic Safety Committee Report of April 2, 2014
- Draft ETC Meeting Minutes of April 17, 2014

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TRAFFIC SAFETY COMMITTEE REPORT

Wednesday, April 2, 2014

The Traffic Safety Committee (TSC) review of traffic safety matters occurred on April 02. The City Engineer, Public Works Director, Police Traffic Supervisor, Transportation Planner, Traffic Safety Coordinator, Sign Coordinator, and the Assistant City Planner were in attendance for this meeting.

From these reviews, the recommendations below are provided. On each of the items, persons involved have been contacted and staff recommendation has been discussed with them. They were informed that if they disagree with the recommendation or have additional facts to present, they can be included on the April 17 Edina Transportation Commission and the May 20 City Council agenda.

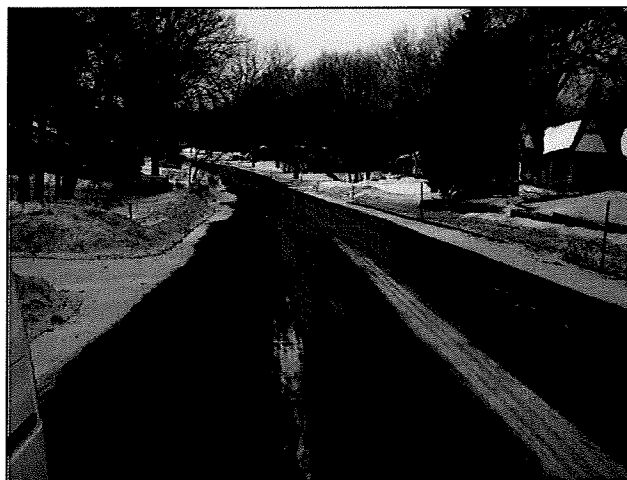
SECTION A:

Requests on which the Committee recommends approval:

A1. Request to investigate the speeding of vehicles on Valley View Road.

This request was made by a resident of the area. The requestor is concerned with the average speed of vehicles on Valley View Road from Tracy Avenue to Hansen Road, both up and down the hill in the neighborhood. The requestor would like this stretch of Valley View Road investigated to find a solution to the situation.

A 2006 traffic count located at 6320 Valley View Road resulted in an ADT of 1456 vehicles and an 85th percentile speed of 38.3 mph. The posted speed limit is 30 mph. There have been 5 recorded auto crashes on this stretch of road, shown on the map below. There is one 30 mph speed limit sign on the east side of the bridge on Valley View Road.



Picture: Valley View Road facing west

Valley View Road Auto Crashes

Num.	Date	Time	Severity	Crash Type
1	1/4/2005	19:11	Injury - Possible Injury	Rear End / Driver inattention or distraction
2	4/27/2010	15:16	Injury - Possible Injury	Rear End / Driver inattention or distraction
3	9/25/2010	22:00	Property Damage - No apparent Injury	Collision with tree/shrubbery / Illegal or unsafe speed
4	11/21/2002	16:00	Injury - Possible Injury	Rear End / Driver inattention or distraction
5	9/3/2010	8:06	Property Damage - No apparent Injury	Right Angle / Driver inattention / Failure to yield right of way



Map: Valley View Road auto crashes

After review, staff recommends adding a speed limit sign for eastbound traffic to the east of Tracy Avenue. Additionally the dynamic speed sign trailer will be put out to help discourage speeding. There are future plans to do further study on this stretch of road in association with future neighborhood reconstruction project(s).

A2. Request to place more flashing lights on the crosswalk poles at Halifax Avenue and 51st Street.

This request was made by a resident of the area. The requestor states; pedestrians are not visible when using the crosswalk on 51st Street. The vegetation and lack of lights causes a sight issue. The requestor would like to see more flashing lights on the crosswalk to increase visibility.

Currently there exists a push button activated overhead mounted flasher with advanced flashers as can be seen in the pictures. There is no parking along this stretch of 51st Street, with parking lot exits to the north and ramp parking exits to the east. The crosswalk is located on a sharp curve as can be seen in the map below. A 2009 traffic count to the east of the crosswalk resulted in an ADT of 6678 vehicles with an 85th percentile speed of 28.2 mph. There are 4 recorded auto crashes at this intersection since 2001, including one collision with a pedestrian.



Picture: 51st Street crosswalk from the north

This request was initially reviewed during the May 2, 2012 TSC meeting, at which time staff deferred making a recommendation; pending the design of France Avenue pedestrian reconstruction, so these facilities could be similar in design.

After discussion, staff recommends adding Rectangular Rapid Flash Beacons to the overhead flasher poles located at the crosswalk. The flashers would be placed at an appropriate height for visibility.



Picture: 51st Street crosswalk from the east



Map: 51st Street and Halifax Avenue crosswalk

- A3. Request to place a no parking within 30 feet sign, on the stop sign post at the intersection of Cornelia Drive and Mavelle Drive.

This request comes from a resident living at the intersection. The requestor states; buses try to get through the intersection, and with cars parked up to the corner it is very difficult. This also makes for poor visibility for children using the crosswalk at the intersection. Commonly there are between 8 to 10 vehicles parked on Mavelle Drive near the intersection waiting to pick up students from the school. The requestor would like to see a no parking within 30 feet sign placed on the stop sign post, and possibly a no parking here to corner sign placed

on the south side of Mavelle Drive. The hope of these signs would be to prevent the dangerous situation at the intersection.

Requirements for Parking Restrictions are located in the Appendix section 3A.

Currently there is a stop sign on Mavelle Drive at Cornelia Drive. Mavelle Drive is 29 feet wide with a sidewalk on the south side of the roadway. There are crosswalks going across Cornelia Drive and Mavelle Drive. There are no recorded crashes at the intersection. A 2006 traffic count of Sandell Avenue, 4 blocks to the east of the intersection, resulted in an ADT of 353 vehicles. A 2012 count of Cornelia Drive to the south of the intersection resulted in an ADT of 1435 vehicles.

After discussion, staff recommends placing “no parking here to corner” signs on both sides of Mavelle Drive, 30 feet to the east of Cornelia Drive.

A4. Request for temporary No Parking along Arbour Avenue at Countryside School.

This request is for adding temporary No Parking along the stretch of Arbour Avenue from Arbour Lane to Sun Road. This is the stretch of road along Countryside School. There will be lacrosse practice on the athletic fields this summer. The No Parking signs will be located on the neighborhood side of the road, to avoid people getting in/out of their vehicles on the lawns of the residents.



Map: Proposed Temporary no parking along Arbour Avenue

After discussion, staff recommends approval of the temporary no parking signs.

SECTION B:

Requests on which the Committee recommends denial:

B1. Request to make Wooddale Lane No Parking on both sides of the street during the winter.

This request comes from a resident living on the street. The requestor states; during the winter the road becomes too narrow when vehicles park on the street. Emergency vehicles would not be able to get through; sometimes residents cannot back out of their driveways when there are vehicles parked. The requestor would like to see Wooddale Lane become no parking on both sides of the street during the winter.

Requirements for Parking Restrictions are located in the Appendix section 3A.

Currently there is no parking on the south side of Wooddale Lane. There are no recorded auto crashes on the street. As can be seen in the map, Wooddale Lane is a dead end street with a turnaround at the end, it is 24 feet wide.

After discussion, staff recommends denying the request based on current Parking Restrictions policy and the draft Living Streets Plan.



Picture: Wooddale Lane facing west



Map: Wooddale Lane

SECTION C:

Requests that are deferred to a later date:

C1. Request to add permanent no parking on the west side of Hillside Road.

This request comes from a resident living on the street. The requestor states; there are concerns with vehicles parking on both sides of the street during events at Countryside Park. The street becomes too narrow for two way traffic and is unsafe for travel. Also, vehicles park in front of the mailboxes on the west side of the street and the mail then does not get delivered. The requestor would like to see no parking on the west side of Hillside Road and possibly have the city educate park users of the parking lot located at Countryside Park.

Requirements for Parking Restrictions are located in the Appendix section 3A.

Hillside Road is 26.5 feet wide curb face to curb face. There have been no recorded accidents on this stretch of road. A 2001 traffic count resulted in an ADT of 190 vehicles and an 85th percentile speed of 29.5 mph. This request was initially looked at during the April 6, 2011 TSC meeting where it was handled as a D item, temporary no parking has been used. This was because of the 2012 construction, after which time it was determined the area would be re-evaluated.

After discussion, staff recommends further study including updating the traffic counts, and seeing how directional signs for the Countryside Park parking lot will affect the parking on Hillside Road.



Picture: Hillside Rd facing west



Map: Hillside Road Proposed No Parking

SECTION D:

Other traffic safety issues handled.

- D1. Request for more information on the traffic signal timing at the intersection of France Avenue and Parklawn Avenue. This request was forwarded to Hennepin County, who control this traffic signal.

- D2. A resident called with concerns about the safety of the intersection of 57th Street and Beard Avenue. These were the same concerns which the TSC made a recommendation on during the February 2014 TSC meeting. The resident was informed of the committee's recommendation and informed they may attend the April 22nd City Council meeting if they disagreed with the committee's recommendation or wished to provide more information.
- D3. The parking lot signs for the parking lot on the north side of Creek Valley Elementary will be switched from MYSA Parking to Soccer Parking. Also, an additional sign will be added for southbound traffic. This new sign post will be placed in the ground, and the sign will be removed during the winter.
- D4. There will be three directional signs for the Countryside Park parking lot placed. One sign will be located near the intersection of Colonial Way and Tracy Avenue. Another sign will be located near the intersection of Colonial Way and Olinger Boulevard. The third sign will be placed near the intersection of Tracy Avenue and Olinger Boulevard. The signs will be brown with white lettering, saying Countryside Park Parking with an arrow. These signs will be placed to help reduce the amount of complaints from residents of park users parking on their streets.

Appendix
Guidance for the installation of Local Traffic Control Signs
City of Edina Local Traffic Control

3A. Parking Restrictions

The purpose of the on-street parking policy is to enhance the safety of drivers and pedestrians, as well as to allow for effective parking capacities at times when parking is in high demand.

Parking restrictions may be warranted in the following conditions:

- A. Identified bus stops.
- B. Prohibiting parking near an intersection to improve sight lines.
- C. Where the street is too narrow to allow safe passage if parking is permitted.
- D. On collector and arterial streets if the curb lane is required for thru traffic during peak periods.
- E. In conjunction with school and pedestrian crosswalks.
- F. In conjunction with turning lanes and other lane restrictions when the curb lane is used for thru traffic.
- G. At connecting intersections to controlled access highways.
- H. On roadways designed with four or more lanes.

Handicap parking is not permitted on a public street, and parking controls will not be installed for business, commercial, or industrial interest when it would adversely affect normal residential parking.

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Member Boettge said if it is illegal they cannot educate and this is important. She also said adjoining cities allow biking on sidewalks and they do not seem to be having issues. Member Bass suggested including in the advisory the adjoining cities that allow biking on sidewalks pursuant to state statute. She noted that during a discussion with the high school student council regarding ARTS, they brought up the issue of not being able to ride on sidewalks because it was illegal but this is the only place that their parents would allow them ride which leaves them with the choice of disobeying their parents or breaking the law. She said it will be difficult to do outreach and talk about the risks and responsibilities if the action is illegal and furthermore, certain ages should not ride in the street. She said they agree with the Police that there are risks for riding on sidewalks but they cannot talk about it if there is a ban in place.

Member Iyer said some ordinances are in place to stop all activities while some try to prevent extreme activities and the police want to be able to enforce nuisance behaviors. He said it is inconsistent to want bikers to use bike lanes and then educate them to use sidewalks. He said they are trying to solve a problem that does not exist and taking away enforcement from the police; the data attached to the advisory shows issues biking on sidewalks; and most people do fine riding on sidewalk. Member Boettge said the police can enforce nuisance behavior under state statute and bike lanes are still necessary because bikers going 18 mph should not be on the sidewalk. Member Bass asked why Edina is so different when state statute will do. Member Janovy said speed is the main reason why riding on sidewalk is dangerous and while state statute does not address speeding, the proposed ordinance addresses it. She said people will ride on sidewalk and it is critical that they are educated.

Motion was made by member Nelson and seconded by member LaForce to forward the amended advisory communication to the City Council.

Aye: Bass, Boettge, Janovy, Laforce, Nelson, Olson

Nay: Iyer

Motion carried.

Traffic Safety Committee Report of April 2, 2014

A-1: Planner Nolan was asked if there were data to support using dynamic speed signs and he said there are none that he is aware of but he could probably find some. Member Janovy said the dynamic speed sign modifies behavior but not regular speed sign. She would like to see speed limit enforced at a lower level (manager Neal's Friday report recently noted that average speeding ticket was 15 mph over the speed limit). Member Nelson said the road is wide and asked if they considered narrowing it to slow the speed or any other options and planner Nolan said they discussed this and the road is scheduled for reconstruction soon and they will look at options then.

A-4: Planner Nolan was asked what the principle for the no parking signs was because there are other areas where this could also be applied and he said issues like mail not being delivered because vehicles are parked in front of the mail box and the request was from Park and Recreation. Member Nelson said he would like to see equal treatment for all the parks because the same request for Creek Valley was denied not too long ago.

B-1: Planner Nolan was asked what the principle was and did the Fire Dept. comment. He said the Fire Dept. did not comment and it was based on the draft Living Streets Plan that minimum width is 24 ft. wide on local streets with parking on one side, plus staff and the requestor agreed that excess snow played a role in narrowing the roadway.

D-3: Change Valley View Elementary to Creek Valley Elementary.

In reference to speeding, Chair Bass said they are scheduled to meet with the Police next month so they can talk with them about speeding and also about school zone enforcement which was brought up often during ARTS discussions.

Motion was made by member Janovy and seconded by member Nelson to forward the April 2, 2014 report to the City Council. All voted aye. Motion carried.